



DEPARTMENT OF THE NAVY  
NAVAL AIR SYSTEMS COMMAND  
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS  
WASHINGTON, DC 20361-0001

IN REPLY REFER TO

NAVAIRINST 5400.7B  
AIR-1002  
24 Apr 86

NAVAIR INSTRUCTION 5400.7B

From: Commander, Naval Air Systems Command  
To: Deputy Commanders, Assistant Commanders, Comptroller, Command Special Assistants, Program Directors, Designated Program Managers, Program Coordinators, ~~Directorate Directors, and Office~~ and Division Directors

Subj: DESIGNATION OF A-6/EA-6/A-6F WEAPON SYSTEMS PROGRAM (PMA234)

Ref: (a) NAVAIRNOTE 5400 of 24 Jan 86  
(b) NAVAIRNOTE 5400 of 21 Jan 86  
(c) NAVAIRINST 5000.8A  
(d) NAVAIRINST 5400.1B  
(e) DOD Directive 5000.1 of 29 Mar 82  
(f) NAVAIRINST 5100.3B  
(g) NAVAIRINST 5430.2A  
(h) NAVAIRINST 1611.1G

Encl: (1) Charter for A-6/EA-6/A-6F Weapon Systems Program Manager (PMA234)

1. Purpose. To

a. continue the A-6/EA-6 weapon systems as a designated program under the direction of the Commander, Naval Air Systems Command (COMNAVAIR);

b. assign the responsibility for development, procurement, and fleet introduction of the A-6F to the A-6/EA-6 Weapon Systems Program Office (PMA234); and

c. issue a revised charter that provides the program's scope, operating relationships, organization and resources, and delineates the authority and responsibility of the A-6/EA-6/A-6F program manager (PM).

2. Cancellation. This instruction supersedes NAVAIR Instruction 5400.7A of 12 August 1980. Since this is a major revision, changes are not indicated.

3. Discussion

a. The A-6 Weapon Systems Program was originally authorized by the Office of the Chief of Naval Operations (OPNAV) with the issuance of development characteristic number CA-01504-1 in October 1956. This basic design has been the genesis for a series of A-6 model aircraft. The following is a brief description of the principal A-6 model weapon systems that have evolved.



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(1) The A-6A, the first of a series of A-6 weapon systems, was introduced into the fleet in February 1963. The A-6B derivative was a special purpose weapon system that provided STANDARD ARM defense suppression capability. The A-6C derivative integrated forward looking infrared (FLIR) and low light television sensors into the weapon system for special interdiction missions. The KA-6D derivative is a dedicated inflight refueling mission (tanker) aircraft. All of the above, except the KA-6D, have been replaced by the modernized A-6E weapon system. Reference (a) transferred weapon system management responsibility for the KA-6D from PMA234 to the Weapon Systems Manager (WSM), Naval Air Rework Facility (NAVAIREWORKFAC), Norfolk, VA as of 1 October 1985.

(2) The A-6E, first delivered in November 1971, is a modernization of the A-6A weapon system achieved primarily by incorporating a new air-to-surface radar and solid state high speed digital computer. The A-6E was acquired through both new production aircraft and conversion of A-6A aircraft.

(3) The A-6E target recognition attack multisensor (TRAM), first delivered in December 1979, retains all the features of the A-6E with additional modernization which includes incorporation of new navigation, communication, carrier landing systems as well as the TRAM system. TRAM consists of a FLIR, a laser designator, ranger and a laser spot receiver which are installed in a chin mounted turret. The A-6E TRAM was procured as both a new production aircraft and conversion in lieu of procurement of the A-6A.

(4) The A-6E TRAM, weapon control system improvement (WCSI) is the current production configuration of the A-6 weapon system. The WCSI builds upon the A-6E TRAM baseline and adds a missile switching unit and standard cabling to the pylons. This will significantly ease integration of future missile capability by eliminating the requirement for new cabling and interface boxes for each new missile.

(5) The A-6E TRAM, WCSI, systems weapons integration plan (SWIP) configuration will be the production baseline upon which the A-6F will build. The A-6E SWIP will incorporate an avionics interface set (AIS) that provides cockpit missile control via an integration missile panel (IMP). The IMP, ballistic computer and loaded standoff weapons are interfaced with a dual Mil-Std-1553B multiplex bus and controlled by an avionics interface unit. AIS software and an updated operational flight program will allow launch of HARM, laser and imaging infrared MAVERICK, and HARPOON missiles. Cockpit changes and provisions for airborne electronic warfare countermeasures ALQ-126B electronic countermeasures equipment, airborne countermeasures ALR-67A(V)2 receiving set, and the HARM command launch computer will also be incorporated. Provisions will be made to facilitate future installation of global positioning system, ALQ-165 airborne self-protection jammer, ARC-182 radios, and a FLIR infrared video auto tracker. Enhanced survivability will be attained with the addition of fire detection and extinguishing equipment, halon inerting of wing fuel cell ullages, foam explosion suppression in the engine dry bays, and armor protection of single point kill areas.

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b. Beginning with fiscal year (FY) 1988 production, the A-6 configuration will be designated the A-6F. The formal decision for this A-6 variant was documented in a 6 July 1983 memo from the Secretary of the Navy. The A-6F will incorporate improvements in major areas: new engine (dry F-404), new radar, reliability, maintainability, survivability, and vulnerability.

c. The EA-6A weapon system was developed under development characteristic number CA-10503b-1 to meet an urgent operational requirement to protect strike aircraft under close air support conditions. The EA-6A also utilized the basic A-6A airframe. This aircraft is primarily operated by reserve forces having been replaced by the EA-6B. The responsibility for the weapon system management of the EA-6A was transferred, by reference (b), from PMA234 to the WSM, NAVAIREWORKFAC, Norfolk, VA, effective 1 February 1986.

d. The EA-6B weapon system was developed under the design criteria established by OPNAV, Specific Operational Requirement Number 33-17R1; Tactical Electronic Warfare Aircraft (EA-6B), of 26 April 1966. Production of the aircraft began FY 1970 with the first production aircraft entering Navy inventory in January 1971. The EA-6 weapon system has progressed through several periodic update programs to ensure currency with the threat. The basic version of the aircraft was introduced in January 1971 and participated in combat operations. In January 1973, the expanded capabilities (EXCAP) version of the aircraft achieved initial operating capability. EXCAP provided increased frequency coverage for more worldwide application. The improved capabilities (ICAP) version has been in the fleet since March 1976. The ICAP update digitized the system plus other improvements. In July 1984, the current production version, ICAP II, was delivered to the fleet. ICAP II includes a new universal exciter, an inertial navigation system, a new computer and display, and a mission planning system. The EA-6B is operational in the Atlantic Fleet, Pacific Fleet, and the United States Marine Corps.

#### 4. Action

a. CAPT Roy R. Buehler, USN, is designated as PM of the A-6/EA-6/A-6F Weapon Systems Program (PMA234) to organize and execute the program per the authority and direction provided by enclosure (1). The PM receives authority from, and is ultimately responsible and accountable to COMNAVAIR for the discharge of the latter's responsibilities for management of the A-6/EA-6/A-6F program. The PM reports to COMNAVAIR via the Program Director-Air for Tactical Aircraft Programs (PDA10). PDA10 provides supervisory oversight, monitors and evaluates ongoing performance of the A-6/EA-6/A-6F program office throughout its life cycle, makes recommendations as appropriate, and advises COMNAVAIR of program status and progress.

b. The Deputy Commander for Program Support (AIR-01), as the acquisition executive reporting to COMNAVAIR, is responsible for developing, interpreting, and issuing acquisition policy and requirements. AIR-01 is also responsible for providing a wide variety of staff support for the PM, and in conjunction with PDA10, provides coordination and advisory assistance to the PM in ensuring compliance with the Naval Air Systems Command (NAVAIR) acquisition

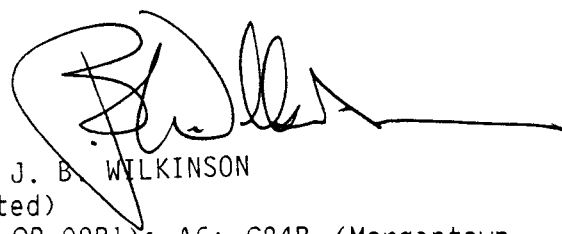
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management policies, practices, and compatibility with the program's goals and objectives as determined by COMNAVAIR and higher authority. In order for AIR-01 to perform as acquisition executive and provide program support, the PM and PDA10 will keep AIR-01 informed on program status.

c. The functional organizations of NAVAIR will support the PM as specified in references (c) through (g), enclosure (1), and such other directives as may be issued by higher authority. Reference (h) establishes other requirements and responsibilities, and is addressed in enclosure (1).

5. CAPT Samuel L. Sayers, USN, served as PM of PMA234 from July 1980 through July 1984.

6. Approval. The charter (enclosure (1)) is hereby approved.



J. B. WILKINSON

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CHARTER FOR  
A-6/EA-6/A-6F  
WEAPON SYSTEMS PROGRAM MANAGER  
(PMA234)

Ref: (a) NAVAIRNOTE 5400 of 24 Jan 86  
(b) NAVAIRNOTE 5400 of 21 Jan 86  
(c) NAVAIRINST 5000.8A  
(d) NAVAIRINST 5400.1B  
(e) DOD Directive 5000.1 of 29 Mar 82  
(f) NAVAIRINST 5100.3B  
(g) NAVAIRINST 5430.2A  
(h) NAVAIRINST 1611.1G

1. Introduction. This charter provides the mission, authority, and responsibility of the A-6/EA-6/A-6F Program Manager (PM) and provides for the program's scope, operating relationships, organizations, and resources.

2. Description of A-6/EA-6/A-6F Weapon Systems

a. The A-6 aircraft is a carrier or land based two engine (J-52-P8B) fixed wing, subsonic monoplane capable of carrying a large number and variety of external stores. The design features a side by side crew seating configuration for maximum cockpit coordination and efficient systems operation.

(1) The A-6 is a complete weapon system capable of detecting and striking sea and land targets, furnishing close air support to ground troops and conducting armed reconnaissance and interdiction type missions under both day and night and all-weather conditions and is capable of delivering both conventional and nuclear air-to-ground weapons at extended ranges.

(2) The A-6E is the current production series of the A-6 weapon system that began with introduction of the A-6A. The A-6A, the first of a series of A-6 weapon systems, was introduced into the fleet in February 1963. The A-6B derivative was a special purpose weapon system that provided STANDARD ARM defense suppression capability. The A-6C derivative integrated forward looking infrared (FLIR) and low light television sensors into the weapon system for special interdiction missions. The KA-6D derivative is a dedicated inflight refueling mission (tanker) aircraft. All of the above, except the KA-6D, have been replaced by the modernized A-6E weapon system. Reference (a) transferred weapon system management responsibility for the KA-6D from PMA234 to the Weapon Systems Manager (WSM), Naval Air Rework Facility (NAVAIREWORKFAC), Norfolk, VA, effective 1 October 1985. The A-6E series are modernizations of the basic A-6A weapon system. The principal improvements included a new air-to-surface radar and solid state high speed digital computer. These improvements were incorporated in both new production A-6E's and A-6A to A-6E conversion in lieu of procurement. Several distinct A-6E variants have been developed or are in development. The following paragraphs describe their unique features.

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(a) The A-6E target recognition and attack multisensor (TRAM) configuration incorporated new navigation, communication, and carrier landing systems as well as the TRAM system. TRAM consists of a FLIR, a laser designator, ranger, and a laser spot receiver which are installed in a chin mounted turret.

(b) The A-6E TRAM weapon control system improvement (WCSI) is the current configuration being delivered. The WCSI builds upon the TRAM baseline and adds a missile switching unit and standard cabling to the pylons. This eases integration of future missile capability by eliminating the requirement for new engine cables and interface boxes for each new weapon.

(c) The A-6E TRAM, WCSI, system weapon integration plan (SWIP) configuration is currently in full scale development. SWIP, group A, will incorporate an avionics interface set including Mil-Std-1553B multiplex bus and integrated missile panel, airborne countermeasures ALR-67A(V)2 receiving set, HARM command launch computer, a new operational flight program E240 and provisions for laser MAVERICK, imaging infrared MAVERICK, and HARPOON initial capability. This configuration is planned for fiscal year (FY) 1986 production aircraft. SWIP, group B, planned for retrofit in FY 1989 incorporates global positioning system, airborne electronic warfare countermeasures ALQ-165(V) airborne self-protection jammer, ARC-182 radios and a FLIR infrared video auto tracking.

(3) The A-6F will be the FY 1988 baseline. This configuration will build upon the FY 1987 A-6E baseline, and incorporate improvements in four major areas:

(a) A new engine designated the F404-GE-400D is a non-afterburning version of the F404 used in the F/A-18 and will provide increased thrust, improved reliability and fuel specifics, and savings through commonality.

(b) A new radar that has been selected to be manufactured will provide improved stand-off targeting, improved electronic counter-counter measure, and air-to-air capability.

(c) Reliability and maintainability improvements achieved by incorporation of more modern common equipment, automatic check out and self-monitoring, and elimination of high maintenance man-hour drivers.

(d) Survivability and vulnerability achieved through halon explosion suppression system, void filling foam, expanded fire detection system, and isolation of fuel cells.

(4) Current plans call for production of 150 A-6F's and retrofit of a minimum 140 A-6E's to an A-6F functional equivalent configuration.

b. The EA-6A weapon system, a derivative based on the A-6A airframe, is a two place electronic countermeasure system. Its primary mission is the detection, suppression, and degradation or destruction of the enemy's defensive systems. Other missions are passive early warning for the fleet

battlefield surveillance including detections of new and or mobile sites and a limited attack capability. The responsibility for the EA-6A (replaced by the EA-6B) Weapon System was transferred, by reference (b), from PMA234 to the WSM, NAVAIREWORKFAC, Norfolk, VA, effective 1 February 1986.

c. The EA-6B weapon system is a carrier-based tactical electronic warfare aircraft with a primary mission of suppressing and degrading enemy defense systems by tactical jamming of enemy electronic activity. The aircraft has secondary additional missions which include passive early warning fleet defense, battlefield electronic surveillance, and training of friendly forces.

d. The EA-6B weapon system has progressed through several update programs of which the major ones are briefly described below:

(1) The basic EA-6B, delivered in January 1971, was developed to support combat operations. It had limited frequency coverage. Production consisted of P-6 through P-28. All basic aircraft were modified to the improved capability (ICAP)-I configuration.

(2) The expanded capabilities (EXCAP) EA-6B entered the fleet in January 1973. It incorporated expanded frequency range of the tactical jamming system (TJS), doubled computer memory, redesigned software, the exciter jammer control unit, and the AN/ASH-30 digital recorder. Production consisted of P-29 (bureau number (BUNO) 158799) through P-53 (BUNO 159587), respectively. The EXCAP version was modified to the ICAP-II configuration in June 1983. The last fleet EXCAP squadron was transitioned to ICAP-II in March 1985.

(3) The ICAP-I EA-6B entered the fleet in March 1976. It incorporated radical changes to both forward and aft cockpits, based on operational inputs by EA-6B users. Its redesign provided improved aircrew task distribution; both TJS operators were placed side-by-side in the aft cockpit and the right front seat was modified to incorporate navigation and communications jamming functions. The pilot's cockpit displays were also modified. System response time was improved by digitally tuning the surveillance receivers and replacing various cockpit displays and controls with a computerized digital display group (DDG). The DDG provides the operator with a visual "big picture" look at threat activity and jamming coverage. ICAP-I production consists of P-54 (BUNO 159907) through P-98 (BUNO 161775). All of the basic aircraft have been modified to the ICAP-I configuration.

(4) The current production configuration is the ICAP II. This incorporates an inertial navigation system, standard computer, display system, onboard program leader, 1553 data bus, and the universal exciter. The tactical EA-6B mission planning system is a computerized ground or ship based system that is part of ICAP-II. Production of ICAP-II commenced with P-99 and was initially delivered to the fleet in July 1984. All ICAP-I aircraft will be updated to ICAP-II configuration.

(5) The next major version of the EA-6B is presently in development. The advanced capability EA-6B (ADVCAP), will include a new receiver processor group and the ALQ-149 Communications Countermeasures System. Additionally,

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the integration and integrated logistics support aspects of these programs are under the A-6/EA-6/A-6F Weapon Systems Program (PMA234) cognizance.

3. Mission. The PM's primary mission is to provide to the operating forces of the Navy and Marine Corps a fully developed, supported and reliable A-6/EA-6/A-6F weapon system that will satisfy approved operational requirements. In addition, he will manage the acquisition and support of similar systems for foreign governments, when required, in support of foreign military sales or other defense security assistance programs.

4. Scope of the Program

a. The scope of the A-6/EA-6/A-6F program consists of the definition, development, test and evaluation, acquisition, initial support and readiness improvement of the A-6/EA-6/A-6F weapon systems. This includes subsystems and components thereof, spares, repair parts, peculiar and common support equipment, weapon system trainers, flight simulators, naval air maintenance trainers, and all supporting technical documentations. Procurement will include quantities for the Navy and foreign governments.

b. Funds listed in the Five Year Defense Plan and assigned to the A-6/EA-6/A-6F PM for obligation in the execution of the program objectives are included in the following A-6/EA-6/A-6F program elements and parts thereof, and any other that may be assigned as being in direct support of the A-6/EA-6/A-6F program: 24134N for the A-6, 25674N for EA-6B/HARM integration, and 63257N for A-6F.

c. The PM's billet is equivalent to a major command.

d. This is an acquisition category IIS program.

e. This is a major program.

5. Authorities and Responsibilities of the A-6/EA-6/A-6F Weapon Systems Program Manager

a. General. The PM is the single central executive responsible for the successful management of the program and accomplishment of the objectives stated in this charter. He has broad directive authority within the scope of the program over the planning, direction, control and utilization of resources of the approved program and over program efforts of in-house and contractor organizations, including assignment of responsibility, as appropriate, to the various Naval Air Systems Command Headquarters (NAVAIRHQ) functional organizational elements under the overall framework outlined in references (c) through (g). As the responsible executive he is expected to act on his own initiative in matters affecting the program. In those cases where action is required beyond the authority granted in this charter, he will refer the action to higher authority with his recommendations, including alternatives available. When a line official above the PM exercises decision authority on



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program matters, the decision will be documented as official program direction to the PM. The line official will be held accountable for the decision (reference (e)).

b. Specific Authorities and Responsibilities. The PM is authorized to prepare and sign fitness reports for all military personnel (commander and below) assigned full-time to the program office, and execute performance evaluations applicable for civilian personnel assigned full-time to that office. He will submit concurrent fitness reports on other officers junior to him under the authority of this charter (reference (h)).

6. Limitation of Authority. Limitations of the PM's delegated authority are:

(a) The PM does not have the authority to deviate from established policy.

(b) Communication, action or inaction, in any form that contractors may interpret as directional is to be conducted through an appropriately assigned contracting officer.

7. Relationship to Chartering Authority. The PM receives his authority from and is ultimately accountable to the Commander, Naval Air Systems Command (COMNAVAIR) for the discharge of the latter's responsibilities for the management of the A-6/EA-6/A-6F Weapon Systems Program. The PM reports directly to Program Director-Air for Tactical Aircraft Programs (PDA10), who provides policy determination and requirements definition. Matters requiring COMNAVAIR's attention will first be coordinated with PDA10 who will, if possible, accompany the PM to see COMNAVAIR. When PDA10 is unavailable and urgency dictates immediate communication with COMNAVAIR, the PM will brief PDA10 as soon as he is available.

8. Specific Interface and Operating Relationships. The PM will accomplish the following.

a. The PM will coordinate appropriate interface segments of the program with other PM'S, systems commands (SYSCOM's), and Office of the Chief of Naval Operations (OPNAV) staff to ensure a totally coordinated effort and establish and issue design interface specifications to ensure weapon systems integration. Interface problems not resolved at the SYSCOM level will be referred directly to the appropriate senior management official within OPNAV.

b. The PM will maintain active liaison with cognizant members of the OPNAV staff and Headquarters, Marine Corps, following the Navy Programming Manual. The PM will keep the foregoing personnel fully informed of the status and progress of the program through formal and informal communication.

c. The PM will keep the Commander, Naval Military Personnel Command (COMNAVMIIPERSCOM) and the Headquarters, Marine Corps fully informed of military personnel requirements of the A-6/EA-6/A-6F weapon systems. Personnel requirement information normally will be transmitted to COMNAVMIIPERSCOM and the Marine Corps through the cognizant program coordinators in OPNAV.

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d. The PM will maintain a continuing review of operational requirements, including inventory objectives, established by higher authorities for the program to ensure timeliness, accuracy, consistency and compatibility with program plans and funding availability. When inconsistent and incompatible requirements and objectives cannot be resolved by the PM, the problems and recommendations will be submitted, in writing, to COMNAVAIR, and appropriate higher authorities for resolution.

e. The PM will establish appropriate requirements for, and monitor the acquisition of, special or additional facilities necessary for support of test, evaluation, installation, operation and maintenance of A-6/EA-6/A-6F weapon systems and supporting devices. He will ensure that facilities planning factor criteria are developed with Naval Facilities Engineering Command Headquarters (Code 2013) representatives and published in NAVFAC P-80, and further ensure that the requirements for new facilities and for modifications to existing facilities are made known to participating organizations so that planning, programming and construction schedules will be responsive to support of A-6/EA-6/A-6F weapon systems.

f. The PM will maintain active liaison with cognizant personnel in OPNAV, operational test and evaluation force, and the Office of Secretary of Defense on the operational test and evaluation of A-6/EA-6/A-6F weapon systems.

#### 9. Program Staffing and Organization

a. The A-6/EA-6/A-6F program will be planned, organized, and controlled by the PM through the designated program office, A-6/EA-6/A-6F Weapon Systems Program Office (PMA234). Located at NAVAIRHQ, the program office will be the single point of contact for all official actions within the Navy and with industry during all phases of the program.

b. The program office will be organized by, and will function under the direction of the PM. The proposed organization and staffing for the program office are shown in appendix A. Under references (c) through (g), functions for specific responsibilities are as follows:

Deputy Program Manager  
Business/Financial Manager  
Financial Execution Officer  
Deputy for Production  
Deputy for Development  
Deputy for EA-6B

10. Participating Organizations. Support groups participating in the program are listed in appendix B. Field activities participating in the execution of the program are listed in appendix C. Additional activities will be added as required. Direct liaison with all field activities concerned with the program is authorized. Formal work assignments to field activities will be coordinated through the appropriate functional organization in NAVAIRHQ. Work assignments to field activities not under NAVAIRHQ control will be initially cleared with cognizant headquarters organizations as required following established procedures.

11. Congressional and Public Information. COMNAVAIR is responsible for coordination and/or dissemination of public information relative to the program within the Department of the Navy to legislative bodies, to industry and to the general public. This responsibility has been delegated to the Legislative and Public Affairs Office (AIR-07D).

12. Resources Assessment

a. The PM will evaluate and document the effect of proposals to increase or decrease the resources authorized for the execution of the program and will determine the effect of proposed changes on approved cost, schedules, procurement plans, and performance objectives. The PM's evaluation will be considered by the officials having final decision authority during programming, reprogramming, and budgeting deliberations.

b. OPNAV will be informed through channels in any instance where the requirements of the program cannot be met within the resources and time available.

13. Program Transition or Disestablishment. This program will be reviewed periodically to determine if it has accomplished its objectives. If the review indicates the objectives have been or are about to be accomplished, a transition plan will be issued to ensure a smooth disposition of remaining resources, responsibilities, and functions.

REQUIRED CEILING

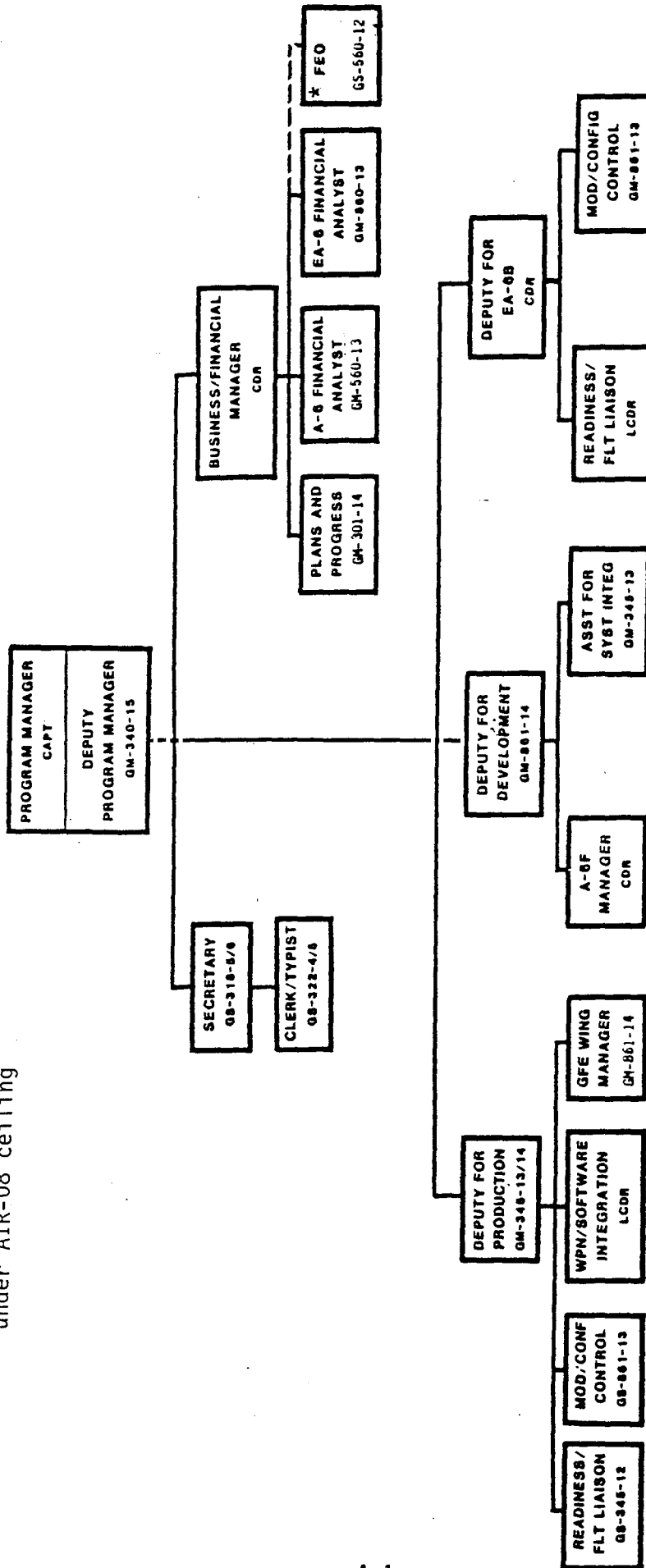
6-MILITARY

13-CIVILIAN

19-TOTAL

# PMA-234 ORGANIZATION

\* 1 Financial Execution Officer (FEO)  
under AIR-08 ceiling



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Appendix A  
Encl (1)

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OTHER KEY MANPOWER RESOURCES

A-6 Acquisition Program Manager For Systems and Engineering	AIR-5113E
EA-6 Acquisition Program Manager For Systems and Engineering	AIR-5113EA
A-6 Avionics Systems Program Officer	AIR-546D1D
EA-6 Avionics Systems Program Officer	AIR-546D1C
A-6 Pricing	AIR-52411H
EA-6 Pricing	AIR-52411J
A-6/EA-6 Acquisition Program Manager Support Equipment	AIR-55211E
A-6 Procurement Contracting Officer	AIR-21411
EA-6 Procurement Contracting Officer	AIR-21414
A-6E Assistant Program Manager, Logistics	AIR-41012A5
A-6F Assistant Program Manager, Logistics	AIR-41012A4
EA-6 Assistant Program Manager, Logistics	AIR-41012A3
A-6/EA-6 Training	APC205
A-6/EA-6 Inventory Manager	AIR-4122C4
A-6/EA-6 Logistics Support Equipment	AIR-41721A1
A-6/EA-6 Test and Evaluation Aircraft	AIR-1201T

ACTIVITIES PARTICIPATING IN THE PROGRAM

<u>ACTIVITY</u>	<u>LOCATION</u>	<u>EXAMPLES/TYPE OF WORK</u>
Board of Inspection and Survey (BIS)	Naval Air Station, Patuxent River, MD	Conduct BIS Trials
Naval Air Test Center (NAVAIRTESCEN)	NAVAIRTESTCEN Patuxent River, MD	Conduct tests and fleet/ logistic support functions assigned by AIRTASKS; witnessing authority for contractor demonstrations
Naval Weapons Evaluation Facility	Kirtland AFB, Albuquerque, NM	BIS/special weapons tests, conduct other tests assigned by AIRTASKS
Naval Weapons Center	China Lake, CA	Escape and survival systems/ software support activity/ systems integration
Naval Air Development Center	Warminster, PA	Tests assigned by AIRTASKS/ analyses of A-6/EA-6 structures reports
Commander, Operational Test and Evaluation Force	Norfolk, VA	Operational test and evaluation
Naval Avionics Center	Indianapolis, IN	Development of government furnished equipment common to A-6/EA-6 and other aircraft
Naval Air Engineering Center	Lakehurst, NJ	Analyze aero support requirements
Naval Training Equipment Center	Orlando, FL	Procurement of weapon system trainer
Aviation Supply Office	Philadelphia, PA	Spares and peculiar support equipment support
Naval Air Technical Service Facility	Philadelphia, PA	Technical data
Naval Weapons Laboratory	Dahlgren, VA	Airborne digital programming and analysis A-6

ACTIVITIES PARTICIPATING IN THE PROGRAM (Con.)

<u>ACTIVITY</u>	<u>LOCATION</u>	<u>EXAMPLES/TYPE OF WORK</u>
Pacific Missile Test Center	Pt. Mugu, CA	Software support facility EA-6B/conduct flight tests A-6/EA-6
Naval Plant Representative Office	Bethpage, LI, NY	Contract administration
Naval Air Rework Facility	Alameda, CA	Component and engine rework/ standard depot level maintenance
Naval Air Rework Facility	Cherry Point, NC	Component rework
Naval Air Rework Facility	Jacksonville, FL	Engine rework
Naval Air Rework Facility	Norfolk, VA	Component rework/standard depot level maintenance
Naval Air Rework Facility	San Diego, CA	Component rework
Naval Air Rework Facility	Pensacola, FL	Component rework
Naval Weapons Support Center	Crane, IN	Component rework
Air Force Plant Representative Office	El Segundo, CA	Contract administration